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No. .B88

UNITED STATES OF AMERICA.

BRITISH COLUMBIA

AND

VANCOUVER'S ISLAND.

A COMPLETE HAND-BOOK,

REPLETE WITH THE LATEST INFORMATION CONCERNING

THE NEWLY-DISCOVERED

GOLD FIELDS.

WITH A MAP.

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TO

VISCOUNT BURY, M.P.

LATE CIVIL SECRETARY AND SUPERINTENDENT OF INDIAN AFFAIRS IN CANADA, ETC. ETC. ETC.

In humble testimony to his private and public worth, and gratitude for the earnest and able manner in which his Lordship has advocated the interests of the New Colonies of British Columbia and Vancouver's Island, this brief sketch of that important portion of the British Empire is respectfully inscribed

By his Lordship's

Most obedient, very humble Servant,

THE AUTHOR.

BRITISH COLUMBIA

AND

VANCOUVER'S ISLAND.

It has often been mentioned as an illustration of the knowledge possessed by some of those gentlemen in Downing Street who used to direct and control the destinies of our vast and magnificent colonial possessions, that a few years ago, in the House of Commons, when a certain noble lord asked what steps had been taken for forming a government in Vancouver's Island, the Under-Secretary for the Colonies replied, that "the quaranteen arrangements of Gros Island were of the most satisfactory description." It must be admitted that the official hazarded a rather wide guess, for the widest part of the continent of North America separates the two islands.

Another instance is also recorded, where a governor, having been appointed to a colony, quitted this country, and after the lapse of a certain time returned, and said he was not able to find it. Sam Slick tells us the anecdote of an official in the Colonial Office being so profoundly versed in the language of his department, that he spelt colony with two n's. But the most remarkable thing ever done by the Colonial Office was the consignment from England to the dock-yards at Kingston of water-casks for the use of her Majesty's ships floating on the *fresh-water lakes.*

It will therefore excite little surprise that the great majority of the people of this country are not aware of the fact that we possess upon the Pacific coast of North America the most fertile and valuable portion of mainland adapted for European colonization; and that, parallel to this coast of British territory, and separated from it only by a narrow strait, runs an island the most important in the Pacific Ocean, both in a political and commercial point of view, one that also belongs to the British Crown, and of which a recent able writer has said: "It would seem that a special providence has placed this magnificent inland sea of harbours precisely where it is placed, for the special purpose of a national depôt for the shipping of the world on the western terminus of our great highway for all nations across the continent." It is a conceded point, that the Pacific coast will soon command the trade of the vast regions of China, Japan, and the Asiatic archipelago, which has always been the great commercial prize in ancient as well as modern times. Persia, Assyria, Carthage, and Rome swayed the world, as they controlled the commerce of the East; Venice, Genoa, Lisbon, Amsterdam, and London, each in its turn obtained commercial supremacy as it became the disposer of Eastern luxuries to the Western world. To this grand inheritance the Pacific coast is to succeed; and that point where the railway terminates on the Pacific is to be the place. As yet there are but two rivals for this proud distinction—San Francisco and the Straits of Fuca. It may seem absurd to some to think of even placing the latter in com-

petition with the mistress of the golden gate; but we have it stated upon the authority of the ablest engineers in the United States,—men who have actually surveyed the route,—that the "Great Atlantic and Pacific Railway is only practicable across the Rocky Mountains through British territory." At its terminus in Fuca's Straits we have the most magnificent harbour and most important island in the whole Pacific, possessing great natural advantages, with which even those of San Francisco cannot for one moment be compared, and to which in a later portion of this book we will more particularly refer.

Although nature has favoured the Pacific coast of British North America, in an eminent degree, with a delightfully temperate climate and fertile soil, inexhaustible forests of the finest timber, rich undulating prairies, safe and spacious harbours,—the only ones, with one exception, upon a coast of 3,000 miles, and which are capable of sheltering in their waters the fleets of the whole world,—long and numerous rivers, the richest fisheries, extensive regions of coal, iron, and other valuable minerals, near proximity to a good market (San Francisco), and the very centre of what must become the great highway of commerce between the Eastern and Western worlds; yet these unparalleled and natural advantages did not even attract the notice of Englishmen, much less their colonization and settlement, until there occurred one of those marvellous gold discoveries which have tended so much of late years to extend the trade and commerce, and enrich the Old World, actually adding to the European stock of gold £107,500,000 sterling within the last seven

years, and destined to raise up great and powerful nations of the Anglo-Saxon race in countries hitherto considered inhospitable and unfit for colonization and settlement by civilized man.

By the last accounts from Vancouver's Island, it was estimated that there were at the gold diggings in British Columbia, and on their way thither, upwards of 50,000 people. Now when we contemplate the fact that the whole country is in a state of nature, and has never been penetrated except by the red man and the hunter, and that those implements of civilization necessary for the cultivation of the soil and the sustenance of life have as yet to be introduced, it becomes at any rate highly important to know, upon the best authority that can be obtained, what sort of a climate emigrants will have to encounter, and the capabilities of the soil to aid their sustenance, or the means of conveying the necessaries of life to such a vast and rapidly increasing population.

The object of this pamphlet is to lay before the public, but more particularly those who may contemplate emigrating to these new and important colonies, information gathered from personal journeys through the country, and also extracts from evidence taken before a select committee of the House of Commons of last session of Parliament, and despatches and correspondence from the governor of Vancouver's Island, and other reliable sources of information in reference thereto; together with directions as to the most expeditious and agreeable route, rates of passage, and distances, &c.

The colony of British Columbia, within which the recent gold discoveries have taken place, is

bounded on the south by the frontier of the United States, on the 49th parallel of latitude; to the east by the Rocky Mountains; to the north by Simpson's River, and Finlay branch of Peace River; and to the west by the Gulf of Georgia, in the Pacific Ocean. The island of Vancouver running parallel with the coast for about 250 miles, British Columbia embraces an area of about 220,000 square miles. Its principal rivers are the Fraser, which rises in the north, and keeps a direct course through the centre of the colony for upwards of 400 miles, until, at the "Forks," where it is joined by the Thompson River; it then turns to the west, until it empties itself into the Gulf of Georgia: it is at present navigable for steamers for about 150 miles from its mouth. The Thompson River, which is but an insignificant stream as compared with the Fraser, rises in the east, in the Rocky Mountain range, and flows through an extremely fertile and magnificent country until it unites with the latter; it is intersected also by a great arm of the Columbia, but which has no outlet to the sea except through the territory of the United States. The Finlay River, rising north of the Fraser, keeps a southerly course until it joins the Peace River, which runs through the Rocky Mountains to the east into Lake Atchabasca. There are other rivers again to the north-west,—the Salmon and the Simpson, which flow into the Pacific Ocean opposite Queen Charlotte's Island, and which island is also embraced in the new colony. There are also numerous inland lakes, but none of great magnitude. The country is principally mountain and valley; the Peak Mountains

and Cascade Mountains running through its centre, parallel with the Rocky Mountains, in a north-west course: the valleys are described by all who have seen them as rich and beautiful, and the mountain scenery truly sublime. Sir John Richardson states that the mean temperature on the Pacific coast of British North America is about 20° higher than what it is on the Atlantic coast in the same parallel of latitude. From observations made by Commodore Wilkes in 1841, "the mean standing of the barometer near Vancouver during the day hours, for the months of June, July, August, and September, was 30·32 in.; of the thermometer, 65° 33′. The state of the weather during a period of 106 days was as follows:—fair, 76 days; cloudy, 19; and rainy, 11. The crops of all descriptions were good, and this is the best criterion. The climate throughout the western section is mild, owing, probably, to the prevalence of south-westerly winds. Vegetation is earlier than in England. The fall of snow in the more southerly part rarely exceeds a few inches. The fig, orange, lemon, melon, vine, and many other fruits proper to the tropics are the indigenous growth of the soil of this favoured shore."

Lieutenants Warr and Vavasour (the latter of the Royal Engineers) state:—"The specimens of lead found in the mountains on the coast are very fine. The fisheries of salmon and sturgeon are inexhaustible; and game of all descriptions abounds. The timber is extremely luxuriant, and increases in size as you reach a more northerly latitude; that in 50° to 54° being considered the best. Pine, spruce, red and white oak, cedar, arbutus, poplar, maple, willow,

and yew grow in this section of the country ; north of the Columbia River the cedar and pine particularly becoming of immense size."

Mr. Cooper, who resided in Vancouver's Island six years, in his evidence before a select committee of the House of Commons, of last session, says, speaking of British Columbia :—" I have not myself personally visited Thompson's River, but I have my information from persons who have lived there themselves for thirty or forty years in the service of the Hudson's Bay Company. They say that it is one of the most beautiful countries in the world ; *and that gold is discovered in that and the neighbouring district now. When I left, the miners were getting from four to twenty dollars a day.* I believe, from all I have heard and seen, that it is capable of producing all the crops that we produce in England. Its climate bears no comparison to Canada; it is much more mild, much finer; decidedly as much as Great Britain to the eastern states of America. That difference attaches to all the territory west of the Rocky Mountains. In the same parallel of latitude to the west of the Rocky Mountains, and in the east, you have as different climates as it is possible to imagine."

Mr. Blanshard, late governor of Vancouver's Island, in his evidence before the same committee, in reply to the question by Mr. Labouchere, " Did you hear enough of that country [Fraser River] to be able to express any decided opinion of its capabilities for settlement ? " replied, "I have heard it very highly spoken of by everybody who has been there, as being extremely fertile, and a soil of much the same quality as Vancouver's Island."

The Right Hon. Edward Ellice, M.P., in his evidence before the same committee, speaking of the territory immediately adjoining British Columbia, said: "The Hudson's Bay Company, before the treaty of 1846, supposing the Columbia to be the boundary, at that time occupied the whole country, and, with some better prospect than either upon the Red River or upon the Saskutchewan, formed considerable farming establishments. The grain which they produced, and the timber which they felled, they found a good market for in the South-Sea Islands. They made large establishments; they had immense herds of cattle; they produced a great deal of corn of all descriptions—samples of which I have seen, and there could not be better corn; and at last the undertaking exceeded their own means; they made an offshoot from the Hudson's Bay Company, called the Puget Sound Company. Since 1846, when the boundaries were settled, it was found that the establishments within this country were ceded to the United States; and the Hudson's Bay Company and the Puget Sound Company have now a great claim in discussion before Congress, for indemnity for surrender of possessary rights."

In an account furnished by the Hudson's Bay Company to the Colonial Office, dated the 8th of June, 1857, they state, as an item of their capital: "Property and investments in the territory of Oregon, ceded to the United States by the treaty of 1846, and which are secured to the Company as possessary rights under that treaty, 1,000,000 dollars, say £200,000."

What the estimate of the value of the Puget

Sound Company's property is within the Oregon territory, we have not been able to ascertain.

Sir George Simpson, governor of the Hudson's Bay Company, published, in 1847, a "Journal of a Journey from the Red River Settlement across the Rocky Mountains," wherein he described, in very glowing terms, the varied beauties of the country and the fertility of the soil; but I shall decline to quote from him, for reasons which will appear in the following extract from Mr. Gladstone's speech in the House of Commons, on the 21st of July of the present year, on Mr. Roebuck's motion respecting the Hudson's Bay Company. Referring to Sir George Simpson, Mr. Gladstone said, "There is a large portion of the surface of the earth with regard to the character of which we have been systematically kept in darkness (hear, hear): for those who had information to give, have also had an interest directly opposed to their imparting it. I am at liberty to say so, because I refer only to public documents; and as an illustration of the truth of what I have said, I need only direct attention to the interesting and important work of Governor Simpson, who gives a glowing description of the capabilities and fitness for colonization of a considerable portion of the territories of the Hudson's Bay Company. (Hear, hear.) Last year my right honourable friend the then Secretary of State for the Colonies moved for, and the House granted, a committee to inquire into the affairs of the Hudson's Bay Company. Before that committee questions were raised seriously involving all their rights. Governor Simpson was examined before it,

and the honourable and learned member for Sheffield, and other gentlemen, questioned him upon the agricultural and colonizing capabilities of the territories of the company. *An entire change had come over the spirit of his dream.* (Hear, hear.) He represented that these territories were bound by frost and banked by fog, and that woe would betide any unfortunate individuals who might by a reckless spirit of adventure be so far diverted from the path of prudence as to endeavour to settle in these parts. (Hear, hear.) And when some member of the committee, with inconvenient curiosity, ferreted out the book of Governor Simpson, and made quotations from it, the governor, with all his ingenuity, which is not small, was greatly puzzled, and indeed *entirely failed to reconcile the account of the country which he had given as an author, and that which he gave as Governor of the Hudson's Bay Company.*"

But Sir John Pelly, when governor of the Hudson's Bay Company, in a letter to Lord Glenelg, then Colonial Secretary, dated the 10th February, 1837, asking for a renewal of the exclusive license of trade, used the following arguments:—

"The company now occupy the country between the Rocky Mountains and the Pacific, by six permanent establishments on the coasts, sixteen in the interior country, besides several migratory and hunting parties; and they maintain a marine of six armed vessels—one of them a steam vessel—on the coast.

"Their principal establishment and depôt for the trade on the coast and the interior is situate about ninety miles from the Pacific, on the northern banks

of the Columbia River, and called Vancouver, in honour of that celebrated navigator. In the neighbourhood they have large pasture and grain farms, affording most abundantly every species of agricultural produce, and maintaining large herds of stock of every description. These have been gradually established; and it is the intention of the Company still further not only to augment and increase them, to establish an export trade in wool, tallow, hides, and other agricultural produce, but to encourage the settlement of their retired servants and other emigrants under their protection.

"The soil, climate, and other circumstances of the country are as much, if not more, adapted to agricultural pursuits than any other spot in America; and with care and protection the British dominion may not only be preserved in this country, *which it has been so much the wish of Russia and America to occupy to the exclusion of British subjects*, but British interest and British influence may be maintained as paramount in this interesting part of the coast of the Pacific."

As we shall devote a separate chapter to the climate, soil, and capabilities of Vancouver's Island, and its important geographical position, we will at once proceed with the evidence of the gold discoveries in British Columbia, having already proved its great desirability for settlement as an agricultural country.

Long before the discoveries of gold in California, it was reported that the Indians traded with the Hudson's Bay Company in small quantities of gold dust: both parties kept the secret; for it was no doubt to their mutual profit to do so. The extremely rich

gold discoveries in California had such an all-absorbing interest, that for many years the Company and the Indians were left in peaceable possession of their secretly accruing wealth; and it certainly is not owing to any indiscretion on the part of the Hudson's Bay Company that the "Open Sesame" ever became known; but those adventurous spirits, the gold-diggers, who think little of travelling from California to Australia, and from Australia to California, on a prospecting tour, penetrated into the territory of British Columbia, and with that keen eye to the geological formation of a country, which no one who has not lived amongst them can sufficiently appreciate, they discovered that *gold must be there.* The Hudson's Bay Company, with a discretion and tact which has for many years characterized them, fenced with the matter as long as possible; but we can scarcely say the same of Lord Palmerston's Government: they, either in utter neglect of their duty, or for some unaccountable purpose, withheld from the committee of the House of Commons on the Hudson's Bay Territory the most important evidence regarding the resources of British Columbia—evidence which was of so important a nature that it would most certainly have influenced the committee in their report to the House of Commons. We will illustrate this statement from the disclosures made before the said committee, and also from correspondence relative to the discovery of gold in Fraser's River district, in British North America, presented to Parliament by command of her Majesty, July 2nd, 1858.

Extract from Minutes of Evidence taken before the Select Committee on the Hudson's Bay Company, 21st May, 1857.

The Right Hon. HENRY LABOUCHERE in the Chair.

Mr. James Cooper examined.

Q. With regard to the discovery of gold at Thompson's River, are you aware when that took place?—*A.* It has been discovered now probably eighteen months.

Q. Can you give the committee any idea of the number of miners who are now settled there?—*A.* None at all; it is at Fort Colvile where the gold is discovered.

Mr. Edward Ellice.—It is an American territory, is it not?—*A.* It is in both American territory and British territory: the further north they go, the better the diggings are.

Mr. J. H. Gurney.—Therefore there are those miners in the British territory as well as in the American territory?—*A.* Yes.

Mr. Edward Ellice.—How do you know that?—*A.* From people who have been there.

Q. Are these miners in the Thompson River district in the British territory?—*A.* Yes.

Q. Americans?—*A.* Both Americans and British. Wherever there is gold there is a rush of people.

Mr. J. H. Gurney.—Are you aware whether the Hudson's Bay Company's officers have held any communication of any description with those miners

who are located in the British territory; whether they have taken any cognizance of their settling there, either favourably or the reverse?—*A.* No, I do not know that they have. It would be impossible to take any measures to prevent their going there; it would require a large force to turn them away; and if gold is discovered there, there will be as great a rush to there as to California.

Mr. Edward Ellice.—If you look at the map, you will see that Fort Colvile is not on Thompson's River.—*A.* I am aware of that: it is on the Columbia River.

Q. Where did you say the gold was on Thompson's River?—*A.* I did not say that it was on Thompson's River; I said that it was in the neighbourhood of Fort Colvile.

Q. Fort Colvile is in American territory, is it not?—*A.* The old Fort Colvile is; but the new Fort Colvile is in British territory.

Q. Do you know that the gold-seekers have crossed the boundary to the north and gone towards Thompson's River?—*A.* Yes; they have gone here and there: wherever gold is to be found, there you will find the people.

Q. Do you know that they are north of the boundary?—*A.* I say they are north of the 49th parallel.

Q. Where do you derive that information?—*A.* From people who have actually returned from there during the winter before I left.

Q. What were those people; were they Americans?—*A.* No; they were English people.

Q. Were they in the employment of the Hudson's

Bay Company?—*A*. No; they were settlers, like myself, who had been there.

Q. Settlers where?—*A*. In Vancouver's Island.

Q. Had they returned to Vancouver's Island?—*A*. They had before I left.

Q. By what route did they come to Vancouver's Island?—*A*. They came down the Columbia, and passed over the portage.

This examination took place on the 21st May, 1857. No one will deny that Mr. Ellice subjected Mr. Cooper to a severe and scrutinizing examination, and by his leading questions tried to lead him off the scent; whilst there sat as chairman of that committee Mr. Labouchere, the Secretary of State for the Colonies, who had received from Mr. Douglas, the governor of Vancouver's Island, the following despatches, neither of which did he or the Government communicate to that committee, although all the other despatches from Governor Douglas, which did not refer to the gold discoveries, were handed in, and are printed in the Appendix to the Report.

Victoria, Vancouver's Island, *April* 16, 1856.

(Received *June* 30, 1856.)

(Answered, No. 14, *August* 4, 1856.)

Sir,—I hasten to communicate for the information of her Majesty's Government a discovery of much importance, made known to me by Mr. Angus McDonald, clerk in charge of Fort Colvile, one of

the Hudson's Bay Company's trading posts on the Upper Columbia district.

That gentleman reports, in a letter dated on the 1st of March last, that gold has been found in considerable quantities within the British territory on the Upper Columbia, and that he is moreover of opinion that valuable deposits of gold will be found in many other parts of that country. He also states that the *daily earnings* of persons then employed in digging gold were ranging from 2*l.* to 8*l.* for each man. Such is the substance of his report on that subject; and I have requested him to continue his communication in respect to any further discoveries made.

I do not know if her Majesty's Government will consider it expedient to raise a revenue in that quarter by taxing all persons engaged in gold digging, but I may remark, that it will be impossible to levy such a tax without the aid of a military force; and the expense in that case would probably exceed the income derived from the mines.

I will not fail to keep you well informed in respect to the extent and value of the gold discoveries made; and circumstances will probably be the best indication of the course which it may be expedient to take, that is, in respect to imposing a tax, or leaving the field free and open to any persons who may choose to dig for gold.

Several interesting experiments in gold-washing have been lately made in this colony, with a degree of success that will no doubt lead to further attempts for the discovery of the precious metal. The quantity of gold found is sufficient to prove the existence

of the metal, and the parties engaged in the enterprise entertain sanguine hopes of discovering rich and productive beds.

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

To the Right Hon. Henry Labouchere,
&c. &c. &c.

Downing Street, *August* 4, 1856.

SIR,—I have to acknowledge the receipt of your despatch, No. 10, of the 16th of April last, reporting the discovery of gold within the British territory on the Upper Colombia River district.

In the absence of all effective machinery of government, I conceive that it would be quite abortive to attempt to raise a revenue from licenses to dig for gold in that region. Indeed, as her Majesty's Government do not at present look for a revenue from this distant quarter of the British dominions, so neither are they prepared to incur any expense on account of it. I must, therefore, leave it to your discretion to determine the best means of preserving order in the event of any considerable increase of population flocking into this new gold district; I shall rely on your furnishing me with full and regular accounts of any event of interest or importance which may occur in consequence of this discovery.

I have, &c.

(Signed) H. LABOUCHERE.

To Governor Douglas,
&c. &c.

Victoria, Vancouver's Island, *October* 29, 1856.

(Received, *January* 14, 1857.)

(Answered, No. 5, *January* 24, 1857.)

Sir,—I have the honour to acknowledge the receipt of your despatch, No. 14, of the 4th of August, communicating the arrival of my despatch, No. 10, of the 16th of April last, in which was reported the discovery of gold within the British territory in the Upper Columbia River district.

I have, since the date of that letter, received several other communications from my correspondent in that part of the country, who, however, scarcely makes any allusion to the subject of the gold discovery; but I have heard, through other almost equally reliable sources of information, that the number of persons engaged in gold-digging is yet extremely limited, in consequence of the threatening attitude of the native tribes, who being hostile to the Americans, have uniformly opposed the entrance of American citizens into their country.

The people from American Oregon are therefore excluded from the gold district, except such as, resorting to the artifice of denying their country, succeed in passing for British subjects. The number of persons at present engaged in the search of gold are chiefly of British origin, and retired servants of the Hudson's Bay Company, who, being well acquainted with the natives, and connected by old acquaintanceship and the ties of friendship, are more disposed to aid and assist each other in their common pursuits than to commit injury against persons or property.

They appear to pursue their toilsome occupation in peace, and without molestation from the natives; and there is no reason to suppose that any criminal act has been lately committed in that part of the country.

It is reported that gold is found in considerable quantities, and that several persons have accumulated large sums by their labour and traffic; but I cannot vouch for the accuracy of those reports; though, on the other hand, there is no reason to discredit them, as about 220 ounces of gold-dust has been brought to Vancouver's Island direct from the Upper Columbia; a proof that the country is at least auriferous.

From the successful results of experiments made in washing gold from the sands of the tributary streams of Fraser's River, there is reason to suppose that the gold region is extensive; and I entertain sanguine hopes that future researches will develop stores of wealth perhaps equal to the gold-fields of California. The geological formations observed in the "Sierra Nevada" of California being similar in character to the structure of the corresponding range of mountains in this latitude, it is not unreasonable to suppose that the resemblance will be found to include auriferous deposits.

I shall not fail to furnish you with full and regular accounts of every event of interest connected with the gold district, which may from time to time occur. I have, &c.

(Signed) James Douglas,
Governor.

The Right Hon. H. Labouchere,
&c. &c. &c.

Downing Street, *January* 24, 1857.

Sir, — I have to acknowledge your despatch (No. 28) of the 29th October, 1856, relative to the discovery of gold in the Upper Columbia River district.

I have, &c.

(Signed) H. Labouchere.

Governor Douglas,
&c. &c.

Mr. Douglas was not only governor of Vancouver's Island, but also chief factor of the Hudson's Bay Company. He furnished the same information to the secretary of that company as he did to the Colonial Secretary. Now that Mr. Ellice, who is the very head and champion of the Hudson's Bay Company, whilst testing, and what would appear to be attempting to mislead, Mr. Cooper, in his evidence, knew of those despatches, no one can doubt. But, what is more remarkable, Mr. Ellice, in his evidence before the committee, acknowledged that gold had been found, not in British Columbia, but in Vancouver's Island. He (Mr. Ellice) had a perfect right to do the best he could for the interests of the company; but the conduct of the Colonial Secretary (Mr. Labouchere), and the Government, is inexplicable. They must surely have had some good reasons for withholding those despatches, otherwise they neglected or violated their duty to Parliament and the country. Are we to look for the explanation in the fact that when in the House of Commons, on the motion of Mr. Roe-

buck in reference to the future government of the territories of the Hudson's Bay Company, whilst on the one hand his exposition found a most masterly and able seconder in Lord Bury, and obtained a brilliant and fervent response from Mr. Gladstone, Lord John Russell, and the great majority of the House, the late Colonial Secretary and the late Vice-President of the Board of Trade stood up, the first as an apologist, and the second as a champion, in order to perpetuate the monopoly of the company?

It remained for the present Government to lay the whole of those papers before Parliament, and to bring in a bill for founding a colony in British Columbia.

Sir Edward Bulwer Lytton, in introducing the Bill, said, his right hon. friend, Mr. Ellice, in his evidence before a committee of the House, stated that the harbour of Vancouver's Island might be regarded as the proper one for naval purposes in that quarter of the world, as it was the only good harbour along that part of the North-American coast; but he did not think it desirable to colonize the adjacent coast. He thought the country had enough in that way in hand. Circumstances had arisen, however (the discovery of gold), which had induced him (Sir E. B. Lytton) and his colleagues to establish a system of government in the adjacent coast: gold had been discovered in two rivers in the territory — the Thompson River and Fraser River. Some persons might perhaps be disposed to think the distance of the place from England would be fatal to extensive colonization from this country. But Mr. Cunard has proposed to convey letters and passengers from

Liverpool to British Columbia, and calculated it might be performed in thirty-five days.

The whole territory of British Columbia was remarkably fertile. Reports had been received which stated that the fisheries there were most valuable and the timber of a very superior description; also that beds of bitumen coal existed there, so that it appeared to be a very suitable place for colonists. He should say it was not wholly to the gold which had been discovered in British Columbia that he looked for its future prosperity: he hoped that for the prosperity of that country we might rest in the other resources of the colony, and in its geographical position. He believed the time was not far distant when there would be railway communication to this territory. Of one thing he was certain, that if this new colony was destined, as he hoped it was, to add a new branch to the great family of nations, it would not be by gold which diggers might bring to light, but by the gradual progress of the inhabitants, by their industry in the cultivation of the soil and the establishment of commerce; it would be by respect to those equal laws which secured to every man the power to retain what he might have honestly acquired; and by the exercise of those social virtues on the stability of which even the greatest empires must depend.

The new Bill defines the boundaries of the new colony, provides for a governor and legislature; repeals certain provisions of an Act of the 43rd Geo. 3, cap. 108, and 1st & 2nd Geo. 4, cap. 66, which had special regard to the Hudson's Bay terri-

tory, for the punishment of crimes and offences; gives appeals from judgments in civil suits to the Privy Council; and states that Vancouver's Island is not included in New Caledonia (British Columbia), but may be on the joint address of the two Houses of Legislature of Vancouver's Island; and that the Act is to continue in force till the 31st of December, 1862.

The following copies of despatches are every one of them so full of valuable and detailed information in reference to the gold discoveries, that we have copied them entire, and leave them to tell their own tale.

Copy of a Despatch from Governor Douglas to the Right Hon. Henry Labouchere, M.P.

(No. 22.)

Victoria, Vancouver's Island, *July* 15, 1857.

(Received, *September* 18, 1857.)

Sir,—1. I have the honour of communicating for your information the substance of advices which I have lately received from the interior of the continent north of the 49th parallel of latitude, corroborating the former accounts from that quarter respecting the auriferous character of certain districts of the country on the right bank of the Columbia River, and of the extensive table land which divides it from Fraser's River.

2. There is, however, as yet a degree of uncertainty respecting the productiveness of those gold fields, for reports vary so much on that point, some parties representing the deposits as exceedingly

rich, while others are of opinion that they will not repay the labour and outlay of working, that I feel it would be premature for me to give a decided opinion on the subject.

3. It is, however, certain that gold has been found in many places by washing the soil of the river-beds and also of the mountain-sides; but, on the other hand, the quantities hitherto collected are inconsiderable, and do not lend much support to the opinion entertained of the richness of those deposits; so that the question as to their ultimate value remains thus undetermined, and will probably not be decided until more extensive researches are made.

4. A new element of difficulty in exploring the gold country has been interposed through the opposition of the native Indian tribes of Thompson's River, who have lately taken the high-handed, though probably not unwise course, of expelling all the parties of gold-diggers, composed chiefly of persons from the American territories, who had forced an entrance into their country. They have also openly expressed a determination to resist all attempts at working gold in any of the streams flowing into Thompson's River, both from a desire to monopolize the precious metal for their own benefit, and from a well-founded impression that the shoals of salmon which annually ascend those rivers and furnish the principal food of the inhabitants, will be driven off, and prevented from making their annual migrations from the sea.

5. The officers in command of the Hudson's Bay Company's posts in that quarter have received

orders carefully to respect the feelings of the natives in that matter, and not to employ any of the Company's servants in washing out gold, without their full approbation and consent. There is, therefore, nothing to apprehend on the part of the Hudson's Bay Company's servants; but there is much reason to fear that serious affrays may take place between the natives and the motley adventurers who will be attracted by the reputed wealth of the country, from the United States' possessions in Oregon, and may probably attempt to overpower the opposition of the natives by force of arms, and thus endanger the peace of the country.

6. I beg to submit, if in that case it may not become a question whether the natives are not entitled to the protection of her Majesty's Government, and if an officer invested with the requisite authority should not, without delay, be appointed for that purpose.

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. H. Labouchere,
&c. &c. &c.

Extract of a Despatch from Governor Douglas to the Right Hon. Henry Labouchere, M.P., dated Victoria, Vancouver's Island, December 29, 1857.

(Received, *March* 2, 1858.)

(No. 35.)

Since I had the honour of addressing you on the 15th of July last, concerning the gold-fields in the interior of the country north of the 49th parallel

of latitude, which, for the sake of brevity, I will hereafter speak of as the "Couteau Mines" (so named after the tribe of Indians who inhabit the country), I have received further intelligence from my correspondents in that quarter.

It appears from their reports that the auriferous character of the country is becoming daily more extensively developed, through the exertions of the native Indian tribes, who, having tasted the sweets of gold-finding, are devoting much of their time and attention to that pursuit.

They are, however, at present almost destitute of tools for moving the soil, and of washing implements for separating the gold from the earthy matrix, and have therefore to pick it out with knives, or to use their fingers for that purpose; a circumstance which in some measure accounts for the small products of gold up to the present time, the export being only about 300 ounces since the 6th of last October.

The same circumstances will also serve to reconcile the opinion now generally entertained of the richness of the gold deposits by the few experienced miners who have seen the Couteau country, with the present paucity of production.

The reputed wealth of the Couteau Mines is causing much excitement among the population of the United States' territories of Washington and Oregon, and I have no doubt that a great number of people from those territories will be attracted thither with the return of the fine weather in spring.

In that case, difficulties between the natives and

whites will be of frequent occurrence, and unless measures of prevention are taken, the country will soon become the scene of lawless misrule.

In my letter of the 15th of July, I took the liberty of suggesting the appointment of an officer invested with authority to protect the natives from violence, and generally, so far as possible, to maintain the peace of the country.

Presuming that you will approve of that suggestion, I have, as a preparatory step towards the proposed measures for the preservation of peace and order, this day issued a proclamation declaring the rights of the Crown in respect to gold found in its natural place of deposit, within the limits of Fraser's River and Thompson's River districts, within which are situated the Couteau Mines; and forbidding all persons to dig or disturb the soil in search of gold, until authorized on that behalf by her Majesty's Government.

I herewith forward a copy of that proclamation, and also of the regulations since published, setting forth the terms on which licenses will be issued to legalize the search for gold, on payment of a fee of ten shillings a month, payable in advance.

When mining becomes a remunerative employment, and there is a proof of the extent and productiveness of the gold deposits, I would propose that the license fee be gradually increased, in such a manner, however, as not to be higher than the persons engaged in mining can readily pay.

My authority for issuing that proclamation, seeing that it refers to certain districts of continental America which are not strictly speaking within the

jurisdiction of this Government, may perhaps be called in question; but I trust that the motives which have influenced me on this occasion, and the fact of my being invested with the authority over the premises of the Hudson's Bay Company, and the only authority commissioned by her Majesty within reach, will plead my excuse. Moreover, should her Majesty's Government not deem it advisable to enforce the rights of the Crown, as set forth in the proclamation, it may be allowed to fall to the ground, and to become a mere dead letter.

If you think it expedient that I should visit the Couteau Mines in course of the coming spring or summer, for the purpose of inquiring into the state of the country, and authorize me to do so, if I can for a time conveniently leave this colony, I freely place my services at the disposal of her Majesty's Government.

Copy of a Despatch from Governor Douglas to the Right Hon. H. Labouchere, M.P.

(No. 15.)

Victoria, Vancouver's Island, *April* 6, 1858.

Sir,—1. Since I had last the honour of addressing you in my despatch, No. 35, of the 29th of December last, in reference to the discovery of gold in the Couteau, or Thompson's River district, we have had much communication with persons who have since visited that part of the country.

2. The search for gold and "prospecting" of the country, had, up to the last dates from the interior,

been carried on almost exclusively by the native Indian population, who have discovered the productive beds, and put out almost all the gold, about eight hundred ounces, which has been hitherto exported from the country, and who are, moreover, extremely jealous of the whites, and strongly opposed to their digging the soil for gold.

3. The few white men who passed the winter at the diggings, chiefly retired servants of the Hudson's Bay Company, though well acquainted with Indian character, were obstructed by the natives in all their attempts to search for gold. They were on all occasions narrowly watched, and in every instance when they did succeed in removing the surface and excavating to the depth of the auriferous stratum, they were quietly hustled and crowded by the natives, who, having by that means obtained possession of the spot, then proceeded to reap the fruits of their labours.

4. Such conduct was unwarrantable and exceedingly trying to the temper of spirited men, but the savages were far too numerous for resistance, and they had to submit to their dictation. It is, however, worthy of remark, and a circumstance highly honourable to the character of those savages, that they have on all occasions scrupulously respected the persons and property of their white visitors, at the same time that they have expressed a determination to reserve the gold for their own benefit.

5. Such being the purpose of the natives, affrays and collisions with the whites will surely follow the

accession of numbers, which the latter are now receiving by the influx of adventurers from Vancouver's Island and the United States' territories in Oregon; and there is no doubt in my mind that sooner or later the intervention of Her Majesty's Government will be required to restore and maintain the peace. Up to the present time, however, the country continues quiet, but simply, I believe, because the whites have not attempted to resist the impositions of the natives. I will, however, make it a part of my duty to keep you well informed in respect to the state of the gold country.

6. The extent of the gold region is yet but imperfectly known, and I have, therefore, not arrived at any decided opinion as to its ultimate value as a gold-producing country. The boundaries of the gold district have been, however, greatly extended since my former report.

7. In addition to the diggings before known on Thompson's River and its tributary streams, a valuable deposit has been recently found by the natives on a bank of Fraser's River, about five miles beyond its confluence with the Thompson, and gold in small quantities has been found in the possession of the natives as far as the Great Falls of Fraser's River, about eighty miles above the Forks. The small quantity of gold hitherto produced—about eight hundred ounces—by the native population of the country is, however, unaccountable in a rich gold-producing country, unless we assume that the want of skill, industry, and proper mining-tools on

the part of the natives sufficiently accounts for the fact.

8. On the contrary, the vein rocks and its other geological features, as described by an experienced gold-miner, encourage the belief that the country is highly auriferous.

9. The miner in question clearly described the older slate formations thrown up and pierced by beds of quartz, granite, porphyry, and other igneous rocks; the vast accumulations of sand, gravel, and shingle extending from the roots of the mountains to the banks of Fraser's River and its affluents, which are peculiar characteristics of the gold districts of California and other countries. We therefore hope and are preparing for a rich harvest of trade, which will greatly redound to the advantage of this colony.

10. I have further to communicate for your information that the proclamation issued by me, asserting the rights of the Crown to all gold in its natural place of deposit, and forbidding all persons to dig for gold without a license, has been published in the newspapers of Oregon and Washington territories, and that, notwithstanding, some seventy or eighty adventurers from the American side have gone by the way of Fraser's River to the Couteau Mines without taking out licenses.

11. I did not, as I might have done, attempt to enforce those rights by means of a detachment of seamen and marines, from the *Satellite*, without being assured that such a proceeding would meet with the approval of Her Majesty's Government;

but the moment your instructions on the subject are received, I will take measures to carry them into effect.

* * * *

I have, &c.

(Signed) JAMES DOUGLAS,
Governor.

The Right Hon. Henry Labouchere, M.P.
&c. &c. &c.

Extract of a Despatch from Governor Douglas to the Right Hon. Henry Labouchere, dated Victoria, Vancouver's Island, May 8, 1858.

(No. 19.)

SINCE I had the honour of addressing you, on the 6th of April last, on the subject of the "Couteau" gold mines, they have become more than ever a source of attraction to the people of Washington and Oregon territories, and it is evident from the accounts published in the latest San Francisco papers, that intense excitement prevails among the inhabitants of that stirring city on the same subject.

The "Couteau" country is there represented and supposed to be in point of mineral wealth a second California or Australia; and those impressions are sustained by the false and exaggerated statements of steamboat owners and other interested parties, who benefit by the current of emigration which is now setting strongly towards this quarter.

Boats, canoes, and every species of small craft are continually employed in pouring their cargoes of human beings into Fraser's River, and it is supposed that not less than one thousand whites are already at work and on the way to the gold districts.

Many accidents have happened in the dangerous rapids of that river; a great number of canoes having been dashed to pieces and their cargoes swept away by the impetuous stream, while of the ill-fated adventurers who accompanied them, many have been swept into eternity.

The others, nothing daunted by the spectacle of ruin, and buoyed up by the hope of amassing wealth, still keep pressing onwards towards the coveted goal of their most ardent wishes.

On the 25th of last month, the American steamer *Commodore* arrived in this port direct from San Francisco, with 450 passengers on board, the chief part of whom are gold miners for the "Couteau" country.

Nearly 400 of those men were landed at this place, and have since left in boats and canoes for Fraser's River.

I ascertained through inquiries on the subject, that those men are all well provided with mining tools, and that there was no dearth of capital or intelligence among them. About 60 British subjects, with an equal number of native-born Americans, the rest being chiefly Germans, with a smaller proportion of Frenchmen and Italians, composed this body of adventurers.

They are represented as being, with some excep-

tions, a specimen of the worst of the population of San Francisco; the very dregs, in fact, of society. Their conduct while here would have led me to form a very different conclusion; as our little town, though crowded to excess with this sudden influx of people, and though there was a temporary scarcity of food and dearth of house accommodation, the police few in number, and many temptations to excess in the way of drink, yet quiet and order prevailed, and there was not a single committal for rioting, drunkenness, or other offences, during their stay here.

The merchants and other business classes of Victoria are rejoicing in the advent of so large a body of people in the colony, and are strongly in favour of making this port a stopping point between San Francisco and the gold mines, converting the latter, as it were, into a feeder and dependency of this colony.

Victoria would thus become a depôt and centre of trade for the gold districts, and the natural consequence would be an immediate increase in the wealth and population of the colony.

To effect that object it will be requisite to facilitate by every possible means the transport of passengers and goods to the furthest navigable point on Fraser's River; and the obvious means of accomplishing that end is to employ light steamers in plying between, and connecting this port [Victoria] with the Falls of Fraser's River, distant 130 miles from the discharge of that river into the Gulf of Georgia, those falls being generally believed to be at the commencement of the remu-

nerative gold diggings, and from thence the miners would readily make their way on foot, or, after the summer freshets, by the river, into the interior of the country.

By that means, also, the whole trade of the gold regions would pass through Fraser's River, and be retained within the British territory, forming a valuable outlet for British manufactured goods, and at once creating a lucrative trade between the mother country and Vancouver's Island.

Taking a view of the subject simply in its relations to trade and commerce, apart from considerations of national policy, such perhaps would be the course most likely to promote the interests of this colony; but, on the contrary, if the country be thrown open to indiscriminate immigration, the interests of the empire may suffer from the introduction of a foreign population, whose sympathies may be decidedly anti-British.

Taking that view of the question, it assumes an alarming aspect, and suggests a doubt as to the policy of permitting the free entrance of foreigners into the British territory for residence without in the first place requiring them to take the oath of allegiance and otherwise to give such security for their conduct as the Government of the country may deem it proper and necessary to require at their hands.

The opinion which I have formed on the subject leads me to think that, in the event of the diggings proving remunerative, it will now be found impossible to check the course of immigration, even by closing Fraser's River, as the miners would then

force a passage into the gold district by way of the Columbia River, and the valuable trade of the country in that case be driven from its natural course into a foreign channel, and entirely lost to this country.

On the contrary, should the diggings prove to be unremunerative, a question which as yet remains undecided, the existing excitement we may suppose will die away of itself; and the miners, having no longer the prospect of large gains, will naturally abandon a country which no longer holds out any inducement for them to remain.

Until the value of the country, as a gold-producing region, be established on clearer evidence than can now be adduced in its favour—and the point will no doubt be decided before the close of the present year. I would simply recommend that a small naval or military force should be placed at the disposal of this Government, to enable us to maintain the peace, and to enforce obedience to the laws.

The system of granting licenses for digging gold has not yet come into operation.

Perhaps a simpler method of raising a revenue would be to impose a custom's duty on imports, to be levied on all supplies brought into the country, whether by Fraser's or the Columbia River.

The export of gold from the country is still inconsiderable, not exceeding 600 ounces since I last addressed you. The principal diggings are reported to be at present, and will probably continue, flooded for several months to come; so that, unless other diggings apart from the river-beds are discovered,

the production of gold will not increase until the summer freshets are over, which will probably happen about the middle of August next. In the meantime the ill-provided adventurers who have gone thither will consume their stock of provisions, and probably have to retire from the country until a more favourable season.

I shall be most happy to receive your instructions on the subjects in this letter.

Copy of a Despatch from Secretary Sir E. Bulwer Lytton to Governor Douglas.

(No. 2.)

Downing Street, *July* 1, 1858.

Sir,—I have to acknowledge your Despatch, No. 19, of the 8th ultimo, in continuation of former despatches, informing the Secretary of State from time to time of the progress of the gold discoveries on Fraser's River, and the measures which you had taken in consequence. I am anxious not to let the opportunity of the present mail pass without informing you that her Majesty's Government have under their consideration the pressing necessity for taking some steps to establish public order and government in that locality, and that I hope very soon to be able to communicate to you the result.

In the meantime her Majesty's Government approve of the course which you have adopted in asserting both the dominion of the Crown over this region, and the right of the Crown over the precious metals. They think, however, that you

acted judiciously in waiting for further instructions before you endeavoured to compel the taking out of licenses by causing any force to be despatched for that purpose from Vancouver's Island.

They wish you to continue your vigilance, and to apply for instructions on any point on which you may require them. They are, however, in addition, particularly anxious to impress on you that, while her Majesty's Government are determined on preserving the rights both of Government and of commerce which belong to this country, and while they have it in contemplation to furnish you with such a force as they may be able to detach for your assistance and support in the preservation of law and order, it is no part of their policy to exclude Americans and other foreigners from the gold-fields. On the contrary, you are distinctly instructed to oppose no obstacle whatever to their resort thither for the purpose of digging in those fields, so long as they submit themselves, in common with the subjects of her Majesty, to the recognition of her authority, and conform to such rules of police as you may have thought proper to establish. The national right to navigate Fraser's River is of course a separate question, and one which her Majesty's Government must reserve.

Under the circumstance of so large an immigration of Americans into English territory, I need hardly impress upon you the importance of caution and delicacy in dealing with those manifold cases of international relationship and feeling which are certain to arise, and which but for the exercise of temper and discretion might easily lead to serious

complications between two neighbouring and powerful states.

It is impossible by this mail to furnish you with any instructions of a more definite character. Her Majesty's Government must leave much to your discretion on this most important subject; and they rely upon your exercising whatever influence and powers you may possess in the manner which from local knowledge and experience you conceive to be best calculated to give development to the new country, and to advance imperial interests.

I have, &c.

(Signed) E. Bulwer Lytton.

Governor Douglas,
&c. &c.

Governor Douglas has also issued the following proclamation (evidently under a misconception of his own powers and the rights and powers of the Hudson's Bay Company; for their charter gives them "the exclusive privilege of trading *with the Indians*," but there is no exclusion of *white men trading with white men* of any nation), but which has since been remedied by instructions sent out by the Colonial Secretary.

"By his Excellency James Douglas, Governor and Commander-in-Chief of the Colony of Vancouver's Island and its Dependencies, and Vice-Admiral of the same.

"Whereas it is commonly reported that certain boats and other vessels have entered Fraser's River for trade: and whereas there is reason to appre-

hend that other persons are preparing and fitting out boats for the same purpose: Now, therefore, I have issued this my Proclamation, warning all persons that such acts are contrary to law, and infringements of the rights of the Hudson's Bay Company, who are legally entitled to the trade with Indians in the British possessions of the north-west coast of America, to the exclusion of all other persons, whether British or foreign. And also that from fourteen days from the date of this my Proclamation all ships, boats, and vessels, together with the goods laden on board, found in Fraser's River, or in any of the bays, rivers, or creeks of the said British possessions on the north-west of America, not having a license from the Hudson's Bay Company, and a sufferance from the proper officer of customs at Victoria, shall be liable to forfeiture, and will be seized and condemned according to law. Given under my hand and seal, at Government House, Victoria, this 8th day of May, in the year of our Lord 1858, and in the 21st of her Majesty's reign.

"JAMES DOUGLAS, Governor.

"By his Excellency's command,

"RICHARD GOLLEDGE, Secretary.

"God save the Queen."

By the last accounts from San Francisco, June 21st, we learn that the excitement caused by the richness of the gold discoveries exceeded anything ever witnessed in the palmiest days of California or Australia, and all agreed in believing that a climax had not been reached, — that

the question had almost universally become, not, "Are you going?" but, "When are you off?" People seemed to have suddenly come to the conclusion that it was their fate to go. "Going to Fraser's River?"—"Yes; oh, of course, I must go!"—"You going?"—"Yes, sir; I am bound to go!" None are too poor and none too rich to start; none too young and none too old for the journey. Many depart with money, many without; some to invest in "real estate," others to see what may turn up, some to gamble, and many to steal, and, unquestionably, not a few to die. People of all nations are *en route*. Men who cannot speak a word of English are among them, accompanied by interpreters. From Yreka, in the north, bordering on Oregon, to San Diego, in the extreme south, whole masses are in commotion, and flocking in thousands to San Francisco, on their way to the new El Dorado; and labour was getting extremely dear in consequence. It had become necessary to coax and "softsawder" mechanics to get any work done. The *Times* correspondent, speaking from his own personal experience, says the reply of one to him was—"My dear sir, I'll give you one day in three; I must distribute my time so as to do a little for each of my *friends*." This man, he adds, was a tinman skilled in roofing houses; I used to call him a tinker, in joke. He calls me now by familiar epithets, and I address him "Mr. Snooks." My joking days are over—at any rate suspended. The ordinary relations of life are being reversed. We are become primitive. "When Adam delved and Eve span, where was then the gentleman?" If our

Eves would spin, we would not complain so much; but our domestic Eves are going to Vancouver's Island to become ladies. It is a great reproach to us; but we cannot keep the women! We learn also that six large steamers had been put on the route, besides numerous sailing vessels;— that on the 14th of June 900 passengers left in one steamer, and on the 17th, 1,400 passengers in another;—that the present departures for Fraser's River were about 1,000 a day;—that a gentleman who went down to the wharf and on board to see the sight says the crush actually lifted him off the deck;— that it resembled a crowd at one of the London theatres on a "star" night—that the vessel appeared perfectly black with human beings crowded in every part of her when she drew away from the wharf—that although she could not be comfortable with more than six hundred passengers, she took 1,600 at least;—that the entire exodus from California during the first six months would exceed 40,000, a rapidity and extent of emigration never paralleled;—that one American vessel, the *Surprise*, had entered Fraser's River in spite of the blockade, and run up to Fort Yale, thereby proving the navigation of the river for 150 miles (What will Sir George Simpson say to this? he denied its being navigable further than Fort Langley, twenty-five miles, and that only by small steamers of light draught; yet the *Surprise* was a vessel that had doubled Cape Horn under sail);—that the Hudson's Bay Company's officials had appointed customs' officials, and chosen magistrates from amongst the immigrants;—and that the best feeling existed

between the Company's people and the miners. Although all passengers by steamers are to be provided with a passport, and an American had 2,000 dollars' property confiscated by the Company for trading near Fort Langley, miners were allowed to carry full supplies for themselves, but none for trade. After July, the license fee from the diggers was to be strictly exacted. Nearly all the diggings were being carried on between Fort Langley and Fort Yale, and for some thirty miles above the latter, an entire distance of better than 100 miles. The yield per man was from ten dollars to 250 dollars per day; at Hill's Bar the men had averaged fifty dollars a day the whole time they had been there. The diggings on Thompson's River were still richer; but the excess of water and opposition of the Indians prevented much being done.

The *Times* correspondent quotes the following as the experience of a man from San Francisco, well known there, connected with a business firm in that place, and whose statement is worthy of credit:—"We left San Francisco in April, in company with seven others, and ascended the Fraser River 275 miles. We prospected all along, coming up from Fort Hope to Sailors' Bar. We camped, and commenced mining Sailors' Bar, about twenty-five miles above Fort Yule, which has rich diggings, in some places paying as high as six bits to the pan (a bit may be set down at the value of one shilling sterling). When I arrived, miners were making as high as six ounces a day to the rocker. We mined along the banks of the river [the Fraser], and the average was from

two to three ounces per day to the rockers. Miners are at work all along the banks of the river for twenty-five miles above Fort Yule; they average from two to four ounces a day. The country is very rich and very beautiful, but high and mountainous. There is plenty of timber and everything a miner can wish for, except game and provisions. There are plenty of salmon in the river, and brown bears in the woods, which are very good eating. Wherever we 'prospected' we found gold—at some places more, at others less; *but we found gold everywhere.* At the rapids or falls, twenty odd miles above Fort Yule, where the water fell nearly fifteen feet over the rocks, and prevented our ascending higher in the canoe, we prospected, and found gold very plenty. Near the falls, and from Sailor's Bar up, many miners were at work, all with rockers. Gold very fine—requiring blankets to be spread in the bottom of the rockers to save the finer particles. By the use of quicksilver twice as much gold could be saved, as some of it is as fine as flour."

This man left his mining claim in charge of two partners, and brought to San Francisco a quantity of the "dust," and returned to Fraser's River with supplies of provisions, &c.

The special correspondent of the San Francisco *Bulletin*, a reliable authority, writes from Fort Langley, on Fraser River, under date of May 25, that he had just come down from Fort Yule—the locality above spoken of—where he found sixty men and 200 Indians, with their squaws, at work on a "bar" of about 500 yards in length, called "Hill's Bar," one mile below Fort Yule, and fifteen miles

from Fort Hope, all trading ports of the Hudson's Bay Company. The morning I arrived, two men [Kerrison and Co.] cleaned up 5½ ounces from the rocker, the produce of half a day's work. Kerrison and Co. the next day cleaned up 10½ ounces from two rockers, which I saw myself weighed. Old Californian miners say they never saw such rich diggings. The average result per day to the man was fully twenty dollars, some much more. The gold is very fine; so much so that it is impossible to save more than two-thirds of what went through the rockers. At Sailor's Diggings, above Fort Yule, they are doing very well,—averaging from eight to twenty-five dollars per day to the man. I am told that the gold is much coarser in Thompson River than it is in Fraser River. I saw yesterday about 250 dollars of coarse gold from Thompson River, *in pieces averaging five dollars each.* Some of the pieces had quartz among them. Hill, who was the first man on the bar bearing his name just spoken of, with his partner, has made some 600 dollars in about sixteen days' work. Three men just arrived from Sailors' Diggings have brought down 670 dollars in dust, the result of twelve days' work, gold very fine."

Another authority, a Californian miner, known in San Francisco, also lately returned from the Fraser and Thompson Rivers, testifies to the existence of gold in great quantity:—"This statement," he says, "is true; gold does exist in this new country, and there is no doubt in my mind that the upper mines are much like the upper mountain mines of California. The first diggings are not far from Puget Sound;

but there, as in California, the richest mines will be found far up in the mountains. There is no occasion to hurry, as the gold won't run away, nor be dug up in days nor in years." Another writer says, "There are rich diggings in the Cascade Mountains, between Fort Hope and Fort Yule, as well as to the southward and eastward of Fort Hope." The writer of another letter reports, "Mines have been discovered in the interior, at a great distance inland from the Fraser River (some 190 miles to the north and east of that river). These mines," he says, "will cause the Fraser River mines, which only last some six months in the year, owing to the freshets, to be almost forgotten."

Provisions and mining tools were very dear up the river; but as there was an abundance of all those articles in San Francisco, these inconveniences would soon be remedied, as small steamers were being put on the river to ply as far up as the rapids would permit them.

One inestimable advantage we possess on Vancouver's Island is, that the harbour Esquimault is the finest in the Pacific—and Victoria is a free port; no duties being levied on merchandise. This, independently of its favourable position, carries all British and other foreign goods liable to American duties to Victoria, in preference to all the American ports on the north-west coast. No vessel or passengers are allowed to enter Fraser River without first obtaining a permit at Victoria; this necessitates all vessels on their way from San Francisco to Fraser River calling there, a fact that the merchants of this country should take advantage of, by making

Victoria at once the depôt and mart of the Pacific.

Before closing this portion of our book which relates to British Columbia, it is necessary that we should refer to the Indians. They number upwards of 60,000, and live almost entirely by hunting; they have always been celebrated as a warlike race, but although they have this character, the Hudson's Bay Company have never found much difficulty in dealing with them; but the rapid progress of the white man will but hasten their destiny, for in a few years the great and powerful warlike Shoushwap, Kootanie, and Carrier tribes will be numbered among the things that were.

A very graceful allusion to British Columbia was made in her Majesty's speech on proroguing Parliament, viz.:—

"The Act to which her Majesty has assented for the establishment of the colony of British Columbia was urgently required in consequence of the recent discoveries of gold in that district; but her Majesty hopes that this new colony on the Pacific may be but one step in the career of steady progress by which her Majesty's dominions in North America may ultimately be peopled in an unbroken chain, from the Atlantic to the Pacific, by a loyal and industrious population of subjects of the British Crown."

CHAPTER II.

Vancouver's Island, as we before stated, runs parallel with the coast of British Columbia, in a north-west direction: it is situate in longitude 125° from Greenwich; and lying between the 48th and 51st parallel of latitude, it is about 250 miles long, and in breadth varies from 50 to 70 miles; with a climate stated by some persons to be equal to Madeira, and by others to Ireland, and summers somewhat warmer. It has no rivers of importance, but its coast is indented with many good and three or four magnificent harbours, whilst from there to Acapulco a distance of 3,000 miles, safe anchorage for large ships is only to be found at the single port of San Francisco; but even the harbour of San Francisco is so excessively large that it is said not to be safe at all times. A range of hills runs through the centre, and to the north rises into mountains. The timber which covers its surface is described by all who have seen it, as the finest in the world. The soil, where it has been tried, is most favourable to agriculture; and, to crown the catalogue, coal of most excellent quality has been found in abundance within a few yards of the sea-beach, the importance of which, to the future population, is incalculable, and many years ago attracted the attention of Mr. Cunard, who, with that sound judgment which has characterized all his splendid undertakings, made a timely suggestion to the Colonial Office,

but his statement was disregarded; and in 1848 the Imperial Government handed over this magnificent island to the exclusive possession of the Hudson's Bay Company, making two stipulations,—first, that at the expiration of five years the grant of the island might be removed by the Crown, if the Company should not have established one or more settlements, according to the intent of the charter, or if they should not freely dispose of the land at a reasonable price; secondly, that in the year 1859, on the expiration of the license of exclusive trade with the Indians on the north-west coast, the Government are empowered to repurchase from the Company the island and their premises, on payment of the sums expended by them in colonization, and the value of their establishments, property, and effects then being on the island. The latter alternative the Government have adopted, and given notice to the Company that they will resume possession of the island next year; and the Company have therefore intimated that their "little bill" already exceeds 87,000*l.*

Now, we have it proved upon the most respectable evidence—and it is not denied by the Company—that the first thing they proceeded to do on taking possession of the island, was to appropriate to themselves ten square miles round the best position in the island—at Victoria, and the land round the coal mines at Namuno, to the extent of 2,000 acres; and that they refused to sell any portion of this land to the settlers who wished to occupy it. And, as their "little bill" of 87,000*l.* is for colonizing,—all of which they confined to themselves, by actually

forcing all independent settlers to leave, and by the impediments they threw in their way,—a job had to be perpetrated, and the fewer hostile witnesses the better, thought the Company; but when it was completed, and a certain possessary right obtained (the Company lay great stress upon possessary rights), they come forward before Parliament, and say, "Oh, by all means, resume the government of it, we strongly recommend you to do so; but please pay us our little bill." But what have they done to entitle them to it? Let us just inquire:—Lord Grey appointed as governor a gentleman independent of the Company, Mr. Blanshard; but this did not suit their interests, and they adopted the following mode of getting rid of him and having Mr. Douglas, their chief factor, appointed in his place. A grant of 1,000 acres of land was promised to Mr. Blanshard, in lieu of salary, by Sir John Pelly, the governor of the Company, in London; but when he got out there, they evaded that promise, and would not give him an acre; they would only supply him with goods at a profit of 300 per cent., and it must be borne in mind, he had only "Hobson's choice." To avoid this exorbitant charge he sent to England to have goods shipped to him direct; but here again he had no choice but the Company's ships, and on his agents calling at the Hudson's Bay House to inquire when their ships sailed, they were promised they should have timely notice; but the only notice they ever had was, on again inquiring, that the "ship had sailed."

The chief factor, Mr. Douglas, set the governor's authority at naught, and took upon himself to sign the

register of ships. In fact, they fairly harassed and starved him out of his office. But let us hope that the reckoning day is not far distant; and when they press the payment of their "little bill," that Parliament will require them to render an account of their stewardship. It certainly must force any one who will take the trouble to peruse the evidence that has been given upon the matter, to this conclusion, that they call upon the Imperial Government to repay them *an expenditure actually incurred in appropriating to themselves all the most valuable portion of the island.*

But brighter days are in store for Vancouver's Island, for next year it will be under the direct government of the Crown; that it is one of the most desirable places in the British Empire to emigrate to, we shall, we hope, satisfactorily prove.

Mr. Cooper, in his evidence before a committee of the House of Commons last year, said:—"I was a resident there six years, from 1851 to 1857. I had a farm of 300 acres. Its climate is superior in every way to Great Britain; its agricultural capabilities are very great; it is capable of producing all the crops which we can produce in this country, and some others which we cannot produce, such as Indian corn, &c. It is one of the finest wheat-growing countries in the world, farmers have got forty bushels of wheat to the acre. The country is partially wooded and partially open prairie; there is no occasion to cut the timber at present, so as to convert the land to agricultural purposes, as there is a great deal of open land yet to be disposed of; the open land is beautifully fertile. The timber is principally pine, oak, ash, beech, and maple. It

abounds in coal of good quality at Nanaimo; there is a large colliery in operation within a few yards of the sea shore, so that skips might shoot into the ships; the mine is capable of supplying the whole Pacific, when I left they had 10,000 tons ready for sale. It has many very fine harbours, one, the harbour of Esquimault, the finest in the world. There are well-conducted schools. It is a Roman Catholic bishopric, and there is also a clergyman of the Church of England; two days and a half is the average passage from San Francisco in sea-going ships."

The Hon. Chas. W. Wentworth Fitzwilliam, a member of the committee, examined, said:—"I was in Vancouver's Island in the winter 1852-3. The climate appeared to me particularly adapted for settlement by Englishmen; it resembles the climate of England, but not quite so cold; the soil is generally productive. The country is divided into wood and prairie. I visited the coal mines at Nanaimo, they were working a 6-feet seam of coal at a depth of 40 feet, and which is close to the sea shore. The coal is of excellent quality, very like the West Riding of Yorkshire coal. The soil and climate is remarkably fine, and produces excellent wheat, oats, barley, and potatoes; the timber is magnificent, and the harbour of Esquimault is the finest I ever saw. Nobody who has not seen the enormous quantities of fish can possibly credit the value and excellence of the fisheries; the only safe harbours on the coast exist in Vancouver's Island, with the exception of San Francisco. There are good schools, a Roman

Catholic bishop and clergy, and a clergyman of the Church of England."

R. Blanshard, Esq., stated he was appointed governor of Vancouver's Island in 1849, and remained for nearly two years; the climate was very good and very temperate, not subject to occurrences of heat and cold. It is milder than that of England, a great portion of the soil seemed to be very fertile; it is very well adapted for an English settlement, it is well covered with fine timber. The fisheries are very abundant. The Hudson's Bay Company claimed ten square miles round Victoria as their own property, which they would not sell. It has several fine harbours, the harbour of Esquimault in particular, which is a perfect shelter for a dozen line-of-battle ships in any wind.

Mr. John Miles, a servant of the Hudson's Bay Company, stated he had been twice to Vancouver's Island, in 1852, and again in 1854. Its soil is very good and very rich, and the climate superior to that of England; it is well covered with timber, and its coal mines are very valuable. The fisheries are very productive. There is every necessary on the island itself for its becoming one of the finest colonies in the world. It has got wood, coal, good land, and iron; the fisheries are good round about it; the position is good and the climate is good, and the harbour of the Esquimault very favourable.

The Right Hon. Edward Ellice, M.P., a member of the committee examined, said:—"The sooner the public re-enter into possession, and the sooner they form establishments worthy of the island and worthy of this country, the better. It is a kind of

England attached to the continent of America. I think it should not only be on the ordinary system of English colonies, but that it should be the principal station of your naval force in the Pacific. It is an island in which there is every kind of timber fit for naval purposes. It is the only good harbour (and it is an excellent harbour) to the northward of San Francisco, as far north as Sitkos, the Russian settlement. You have in Vancouver's Island the best harbour, fine timber in every situation, and coal enough for your whole navy; the climate is wholesome, very like that of England; the coast abounds with fish of every description: in short, there is every advantage in the island of Vancouver to make it one of the first colonies and best settlements of England. Political questions are connected with making a settlement in that quarter which I will not enter into.

The Indians on Vancouver's Island number about 13,000, and are a quiet, peaceable race. They live almost entirely by fishing; they make very useful labourers, and are engaged in the coal-mines.

It would be superfluous to add further testimony in favour of the climate and capabilities of this favoured island; we will therefore proceed to consider the claims of British North America to become the great high road from the Atlantic to the Pacific Ocean.

The Hon. John Ross, M.P., inspector-general, and president of the Grand Trunk Railway of Canada, says:—"If any project were set afloat for carrying a railway across the continent, I believe it is conceded that that portion of the continent of

North America over which the Queen's Government extends is the most feasible that can be adopted. I believe that it is conceded by all the American gentlemen who had investigated the subject, and I think it is so accepted now. I have heard that opinion generally expressed by leading and influential Americans who have investigated the subject. I believe it is Mr. Whitney's opinion."

One of the ablest French journals of the day, in a recent article on this subject, said, "England and the United States are both of them fully sensible that the time has arrived when the sceptre of the commercial world must be grasped and held by the hand of that power which shall be able to maintain the most certain and rapid communication between Europe and Asia. It is not merely by the Isthmus of Suez and the Red Sea that henceforth the trade with the East is going to be carried on. The eastern continent of Asia will be waked up to a new commercial activity from other ports, and especially from the several ports of the Chinese empire. Consequently, the empire of the world, in a commercial point of view, will henceforth belong to that one of the two powers of England or America which shall be the first to find means to establish a direct road across the continent of America, whereby to communicate most rapidly with the great East on the Pacific side, and with Europe on the Atlantic side. This will be the great highway by which the products of the Old World will have to be carried to the Eastern World. * * *

"Hence it is that the victory which is to give the empire of the world will be gained by that

power which shall be the first to establish the line of railroad across regions and countries which are yet unknown and unexplored. The struggle for the attainment of this great victory is well worth the trouble and expense which it will cost; for the empire of the seas and the commercial dominion over the whole world are the great stakes which are being played for. * * * * We shall soon be witnesses of one of those grand and peaceful revolutions which in all ages of the world have played a greater part in deciding the fate of the human race than all the great and most decisive battles that have ever been fought, or all the completest conquests that have ever been made."

On the Atlantic coast of British North America we have but one safe open seaport accessible at all seasons, the rest being closed by ice for six months of the year. But that port—Halifax (in Nova Scotia)—has the finest harbour on the Atlantic, and is nearer to Europe by 400 miles than any other port in the whole continent of America. From Halifax to Quebec, through British territory, measures about 600 miles. A railway for 170 of the distance is in course of construction. From Quebec there is a direct line of railway through Canada to Lake Huron, a distance of 500 miles. Lake Huron is connected with Lake Superior by a short ship canal; from the terminus of the railway in Lake Huron to the head of Lake Superior is about 500 miles; and from the head of Lake Superior by the Red River settlement and the valley of the Saskatchewan (a great part of which is navigable) to the head-waters of the Columbia River, in British Columbia, is about 1,200

miles (of this portion of the route from Red River settlement to the foot of the Rocky Mountains all witnesses agree in stating that it offers the most favourable natural facilities for the construction of a railway, and that by making a *détour* to the north, the Rocky Mountains can be passed on a favourable altitude), and thence to the mouth of Fraser's River, opposite Vancouver's Island, a length of about 300 miles.

Ships of 300 tons burthen now go from Liverpool to the head of Lake Superior. There is now a perfect inland navigation through the great Canadian lakes from the gulf of the St. Lawrence to the head of Lake Superior, longer than from Liverpool to New York.

A proposal has been submitted to the Government, and most favourably received by them, for completing the line of railway between Halifax and Quebec; and there is no doubt whatever that its construction will be speedily accomplished; for it is destined to be the high road through Canada from one ocean to the other, spreading intercommunication far and wide, and entirely independent of the United States. It is likewise absolutely essential to the preservation of British North America. At the present time we are for six months of the year entirely dependent upon the United States for any communications whatever to or from Canada.

A proposal has likewise been submitted for carrying a railway from the head of Lake Superior, through the Red River settlement (about to be formed into a colony), and along the valley of the Saskatchewan, and through British Columbia to the mouth of Fraser's River, opposite Vancouver's Island.

The length of line will therefore be as follows:—

	Miles.
Liverpool to Halifax	2,466
Halifax to Fort William on Lake Superior	1,484
Lake Superior to Fucas Straits, opposite Vancouver's Island	1,700
	5,650

The following table will show the comparative advantages of the several routes:—

	Miles.	Miles.
From Liverpool to Panama is ...	4,100	
„ Panama to Canton	9,800	
		13,900
„ Liverpool to Halifax is ...	2,466	
„ Halifax to Fucas Straits ...	3,184	
„ Fucas Straits to Shanghai ...	5,800	
		11,450
Difference in favour of the route through Canada		2,350

	Miles.
From Panama to Japan is	8,600
„ „ Canton	10,000
„ „ Singapore	10,800
„ „ Sandwich Islands	4,700
„ „ Sydney	8,220
„ Fucas Straits to Japan	4,400
„ „ Canton	6,900
„ „ Singapore	8,200
„ „ Sandwich Islands ...	2,370
„ „ Sydney	7,230

Mr. Roebuck, a few days ago, in alluding to these projects in a very able speech in the House of Commons, on his motion with regard to the territories of the Hudson's Bay Company, said,—" The present state of the North American continent was a matter of great interest to England. That continent was divided among three possessors: the southern and most important part belonged to the United States, which ran up to where they met the domain of England, which stretched from the Atlantic to the Pacific. England possessed the larger portion of the continent, and proceeded northward until it trenched upon the western territory belonging to Russia. We heretofore had planted colonies in the southern division he had named; we had planted thirteen colonies in that country; those colonies had declared their independence, and had since increased to the number of thirty-five or thirty-six free states. We had created a power there, which, if something was not done by England as a counterpoise to the United States of America, would overshadow not only England, but the earth. He believed that in the northern part of the continent we had the means of establishing the counterpoise which he sought. If England would carry out a systematic colonization upon that portion of the continent which now belonged to her, she would enable the world to resist what he believed would otherwise be the predominant power of the Anglo-Saxon race now established in the United States. The English possessed a portion of the American continent from the Atlantic to the Pacific; north of the great lakes, Prince Edward's Island, Nova Scotia,

New Brunswick, Lower and Upper Canada, were colonies when the English became possessed of the country, and since that time they had not added to the territory one acre of land in the way of colonization. In the meantime the Americans had increased from thirteen to thirty-six independent states, and from 3,000,000 population to very nearly 30,000,000; while the English had remained idle; and though they had seen the Americans become one of the greatest of nations, they, notwithstanding they had the means, had effected nothing as a counterpoise. Plans had been laid before the right hon. baronet the Secretary for the Colonies, for carrying a railway completely across the continent, so that a direct communication would be established between England and Vancouver's Island by way of Halifax. This was a magnificent scheme; and he would tell the right hon. baronet that if he succeeded in carrying out this scheme, he would achieve a renown that would hand his name down to posterity as a great colonial minister. The accomplishment of such a scheme would unite England to Vancouver's Island and with China, and they would be enabled to widely extend the civilization of England. He would boldly assert that the civilization of England was greater than that of America; because the English were a free people. They were not contaminated by the infernal blot of slavery, and they would, as a free people, carry England's name, England's laws, and England's literature, across the whole continent of America. They afforded a refuge to the slave, and they exhibited to the population they had planted on the

more favoured portion of America a most striking example of greatness, goodness, and happiness."

Mr. Roebuck was followed by a most able and masterly speech from Viscount Bury, and by Mr. Gladstone, who said, "I am sure I only express the unanimous feeling of the House when I say that I have listened with great interest to this discussion as far as it has gone. My hon. and learned friend is a veteran in these matters. It is a fact upon which the hon. and learned gentleman has a right to reflect with gratification, that upon this subject, and other questions relating to our policy in British North America, he has frequently been the expositor of truths at an early date, which, though not at once acknowledged, have subsequently been admitted by all. I believe the exposition he has now made is one in which he is so far fortunate that it is not even now unpopular; and I am convinced that the history he has given and the opinions he has expressed are so sound and just that they must become the basis of our future policy in respect of that country. I am sure my hon. and learned friend has hailed with joy and satisfaction the accession he has received to-night in the person of one who is a novice indeed in years, but who in knowledge and accomplishments has shown himself a thorough master of the subject. If I do not say more of the speech of the noble viscount, it is because I feel that he has so completely possessed himself of the whole facts and bearings of the question, that it would be presumptuous in me to comment upon it."

Sir E. Bulwer Lytton, Secretary of State for the

Colonies, following on the same subject, said, "In glancing over the vast regions devoted to the free trade, which are said to be as large as Europe, the first thought of every Englishman must be that of humiliation and amaze. Is it possible, that so great a segment of the earth under the English sceptre has so long been abandoned as a desolate hunting-ground for wandering savages and wild animals; turning our eyes from a trade which, unlike all other commerce, rests its profits, not on the redemption, but on the maintenance of the wilderness? It must cheer us to see already, in the great border lands of this hitherto inhospitable region, the opening prospects of civilized life. Already, on the Pacific, Vancouver's Island has been added to the social communities of mankind. Already, on the large territory west of the Rocky Mountains, from the American frontier up to the Russian domains, we are laying the foundations of what may become hereafter a magnificent abode for the human race. And now eastward of the Rocky Mountains, we are invited to see in the settlement of the Red River the nucleus of a new colony, a rampart against any hostile inroads from the American frontier, and an essential one, as it were, to that great viaduct by which we hope one day to connect the harbours of Vancouver with the Gulf of St. Lawrence."

Lord John Russell said, "The prospect before us was one of immense magnitude; we have to deal with the important subject of the colonization of that country which stretches from Vancouver's Island to the banks of the St. Lawrence. The

habitation of that vast territory, and its being traversed by railroads and canals, all are questions which depend much on the decision which may be arrived at in the next twelve months. He believed with Sir E. B. Lytton, that we shall have, in the territory with which we are called upon to deal, colonists attached to the institutions of this country, —attached even to her name."

These are indeed sentiments that must cheer and support our hopeful and enterprising people on their journey to that land which Lord Durham said was "the rightful patrimony of the English people—the ample appanage which God and nature had set aside in the New World for those whose lot had assigned them but insufficient portions in the Old." We also confidently hope that the advantages offered by these magnificent new colonies will be such as to attract the higher grades of society. The late Charles Buller said, "If you wish colonies to be prosperous, to reflect back the civilizations, and habits, and feelings of their parent stock, and to be, and long remain, integral parts of your empire, care should be taken that society should be carried out in something of the form in which it is seen at home; that it should contain some at least of all the elements that go to make it up here; and that it should continue under those influences that are found effectual for keeping us together in harmony."

On such principles alone have the foundations of successful colonies been laid. Neither Phœnician, nor Greek, nor Roman, nor Spaniard,—no, nor our own great forefathers, when they laid the founda-

tions of a European society on the continent and in the islands of the western world, ever dreamed of colonizing with one class of society by itself, and that the most helpless for shifting by itself. The foremost men of the ancient republics led forth their colonies; each expedition was in itself an epitome of the society which it left. The solemn rites of religion blessed its departure from its home; and it bore with it the images of its country's gods, to link it for ever by a common worship to its ancient home. The government of Spain sent its dignified clergy out with some of the first colonists. The noblest families in Spain sent their younger sons to settle in Hispaniola, and Mexico, and Peru. Raleigh quitted a brilliant court and the highest sphere of political ambition, in order to lay the foundation of the colony of Virginia. Lord Baltimore and the best Catholic families founded Maryland. Penn was a courtier before he became a colonist. A set of noble proprietors established Carolina, and intrusted the framing of its constitution to John Locke. The highest hereditary rank in this country below the peerage was established in connection with the settlement of Nova Scotia; and such gentlemen as Sir Harry Vane, Hampden, and Cromwell, did not disdain the prospect of a colonial career. In all these cases the emigration was of every class. The mass—as does the mass everywhere—contributed its labour alone; but they were encouraged by the presence, guided by the counsels, and supported by the means of the wealthy and the educated, whom they had been used to follow in their own country.

And thus was colonization always conducted, until all our ideas on the subject were perverted by the foundation of convict colonies; and emigration, being associated in men's minds with transportation, was looked upon as the hardest punishment of guilt, or necessity of poverty. But a great change has come over this state of things; and let us hope that that class of emigration, which was so successful of old, will be again adopted in the settlement of these new colonies. The present time is peculiarly propitious for such an emigration; for the competition for a livelihood amongst the educated and higher class of society in this country is so great that no one need disdain a colonial career. And to what more fitting place could they go than to that island which is pronounced on all hands to be the England of the Pacific?

ROUTES, RATES OF PASSAGE, &c.

There are three routes to British Columbia and Vancouver's Island, viz.:—

First.—By the Isthmus of Panama.

Second.—Through Canada or the United States, across the Rocky Mountains.

Third.—Round Cape Horn.

The first-named route is the quickest, occupying only thirty-five to forty days. The West-India mail packets leave Southampton for Colon (Isthmus of Panama), on the 2nd and 17th of each month. First-class fares, from £38. 10*s.* to £66—the difference in the fares merely refers to the sleeping-berths, in all other respects they are the same. A limited number of second-class passengers are taken, at from £20 to £25. The length of voyage is twenty-two days, inclusive of the day of sailing and arrival. Trains run across the Isthmus to Panama daily; and from thence steamers run up to San Francisco in about fourteen days—fares, from £20 to £40. From San Francisco steamers run almost daily to the mouth of Fraser River, calling at Victoria to obtain passports and permit—fares, from 20 to 60 dollars. Small steamers, capable of carrying from 200 to 300 passengers each, run from the mouth of Fraser River up to Fort Yule, a distance of 150 miles, and into the very centre of the diggings.

By the second route, across the Rocky Mountains, passengers can book in London at the Grand Trunk Railway of Canada Office, 21, Old Broad Street, by steamer to Quebec and thence by railway to St. Paul's, in Minnesota, near the head of Lake Superior. Fares: from London to St. Paul, from £13 to £27; this will occupy about sixteen days. From St. Paul's, by the United States mail, across the Rocky Mountains, to the head waters of the Columbia, 1,200 miles; at this point passengers can either turn to the right overland to the Thompson and Fraser River districts, or go down the Columbia and cross over to Puget Sound and across the Straits to Vancouver's Island.

Several expeditions are being fitted out in Canada and the United States for this overland route. Waggons can cross the Rocky Mountains at the Kootanie Pass; the autumn season is the most favourable for this journey; but it must be clearly understood it will not do to take any luggage by this route.

The third route is by Cape Horn, which of course is the longest; but passengers can go on board in London and without change of conveyance be landed at Victoria, Vancouver's Island. Several first-class ships have been put on this route in London. Fares: first class, about £70; second, £35; and third, £25. This voyage will occupy about four months.

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